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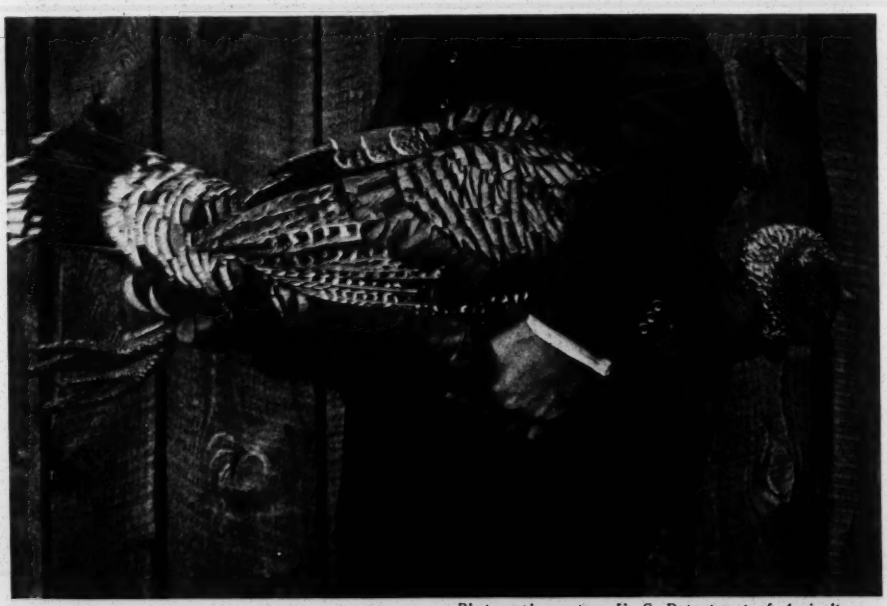

Photograph courtesy U. S. Department of Agriculture

TURKEY TIME IS ON THE MOVE AGAIN

The new third-Thursday Thanksgiving date of 1939, following seventy-three Thanksgivings that came on the fourth Thursday in November, has moved the festive day forward to stand nearer some of the dates observed earlier in American history. It is three days earlier than that in George Washington's first Thanksgiving proclamation, seven months later than Lincoln's first. Five Presidents have moved the day of thankfulness up into September, August, or the first half of the year (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Drifting Mines Add New Peril to North Sea, War's Chief Battleground

WITH the toll of torpedoed ships mounting daily, the North Sea—after less than three months of conflict—has become the chief battleground of the present war. Already haunted by submarines, battleships, and strategically placed mine fields, and spanned by war planes, the sea now has an added and more insidious danger—floating mines. Naval detachments, working secretly at night to destroy mine fields laid by opposing forces, and storms as well have torn mines adrift, to bob along aimlessly with tide and current until struck by an unsuspecting ship.

Announcements by the belligerents of such dangers—both fixed and drifting—to American shipping are passed along to mariners by the Hydrographic Office of the United States Navy through radio warnings and other forms of publicity. On a current chart in the U. S. Navy Department at Washington is shown a particularly large mine field, laid by Britain, which follows Danish, German and Netherlands coasts. The mine field laid by Germany lies northwest of the British field, although overlapping to cover some of the same area.

Eight Nations Nearly Encircle the Sea

So far, rough estimates of losses indicate that more than thirty ships have gone down in these waters. Registries show that the lost vessels include not only many British and some French and German craft, but also much neutral shipping such as that of Sweden, Denmark and Norway. Today, as in the World War, seagoing nations not at war are paying heavily along with the belligerents.

How many peoples live by the North Sea is apparent from a roll call of neighboring countries. Bordering it directly are six nations, Germany, Denmark, Norway, Great Britain, The Netherlands, and Belgium. At the southwest corner, where the larger body of water meets the English Channel, is a bit of French shore. In the northeast, almost within touching distance, is Sweden, washed by the Skagerrak, arm of this same sea.

Naval Battles Within Earshot

So closely clustered about the embattled waters are the various neutrals that many, from time to time, have reported hearing the gunfire of naval engagements. Both German and British fleets have been bombed within the general area. Britain's Scapa Flow and Firth of Forth bases on the east coast have been bombed by the Germans, with the British also making attacks on Germany's North Sea bases of Emden, Cuxhaven, and Wilhelmshaven. A major battle, involving six warships and 12 planes, was recently reported by eyewitnesses off the northern coast of The Netherlands.

Of the belligerents with North Sea coast lines to defend, Britain has by far the most mileage to consider, with a water front stretching 625 miles from Dover to the Shetland Islands. Important British bases are scattered all along the way, from Chatham, across from the French shore, to Harwich, Firth of Forth, Invergordon, and Scapa Flow, in the far northern Orkney Islands.

By contrast Germany's North Sea naval bases along a much shorter shore line are highly concentrated, with Emden, Wilhelmshaven, Cuxhaven, and Helgoland all coming within a circle the diameter of which is no more than 80 miles.

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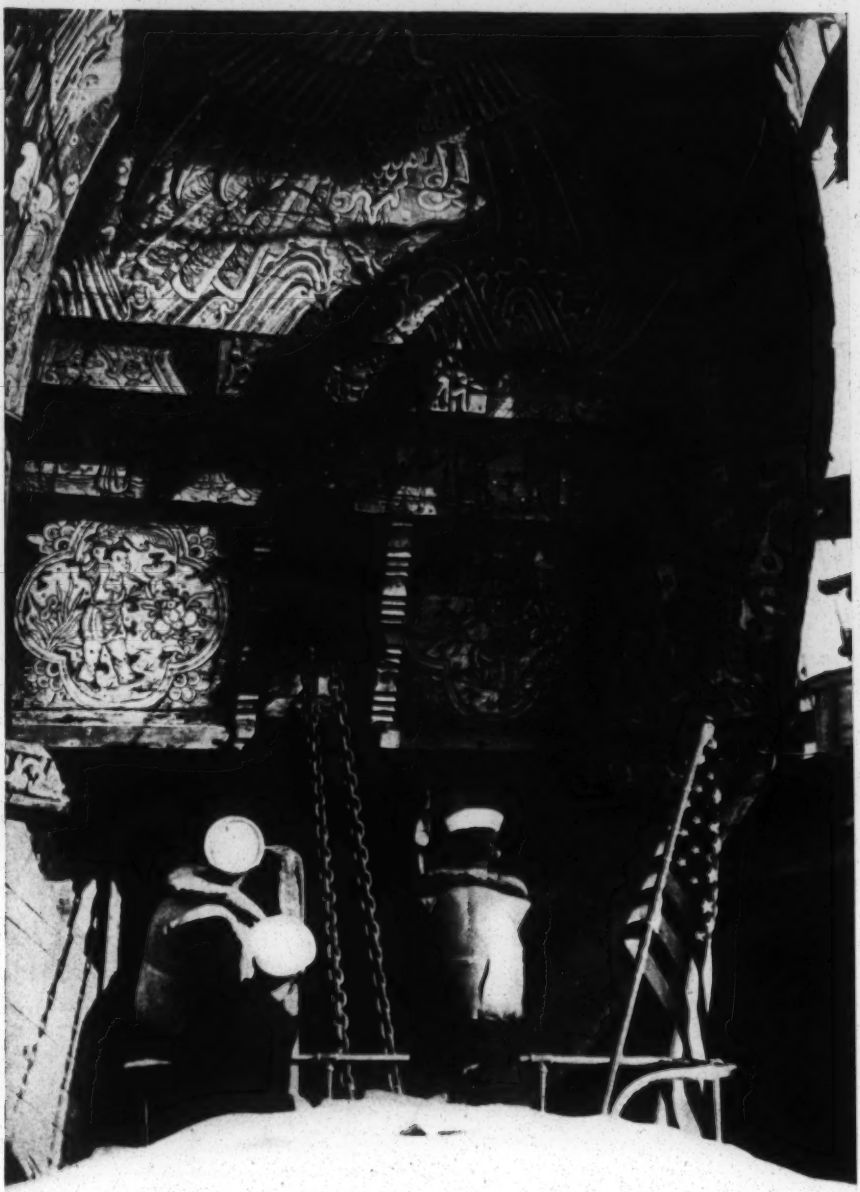

Photograph courtesy U. S. Navy Recruiting Bureau

IN CHINA IT'S THE SHIP THAT'S TATTOOED INSTEAD OF THE SAILOR

American sailors at Shanghai inspect the high carved stern of a junk that has more square yards of pictorial adornment than many crews of tattooed seamen. The Chinese sailor's patron saint, Kwan Yin, the Goddess of Mercy, appears often in ship decorations, as well as the brilliant-feathered phoenix. To the initiated, one glance at a vessel is often enough to identify its home port, since many towns have their own color and decoration trademark. Some ships carry on their bows a painted eye to guide them through dangerous waters (Bulletin No. 4).

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Thanksgiving When? Now and Then

THE double-header Thanksgiving celebrations of 1939 return in a way to the tradition of New England colonies three centuries ago. Their motto seems to have been, "Be thankful when you feel like it, and let the dates fall where they may."

Provincetown has claimed to be the scene of Massachusetts settlers' first Thanksgiving. Popular tradition assigns the origin of the observance to the Pilgrims' Harvest Festival in Plymouth in 1621, after the crops were gathered in. Governor Bradford left a record of the colony's Thanksgiving holiday in 1633. The governor of New Amsterdam in 1637 called for a hearty Dutch Thanksgiving in honor of a victory over the Indians that turned out to be a virtual massacre. Thus each colony went about being thankful in its own way, influenced to some extent by the widespread Indian tribal practice, scholars claim, of observing regular days for thanksgiving to the Great Spirit as each season of the year bore its appointed fruit. The Seneca Indians, for instance, have handed down a tradition of nine Thanksgiving Days.

Ladies' Magazine Campaign Fixed Traditional Thanksgiving Day

After the colonies got together on politics, however, and formed the United States, they got together also on the thankful season. President Washington, in spite of Jefferson's warning that church and state should be kept separate according to the country's new Constitution, in 1789 proclaimed that the last Thursday of November should be a day of general thanksgiving. This day some forty years later became the storm center of a twenty-five-year campaign for a regularly recurring holiday, waged by the forceful literary editor of *Godey's Lady's Book*, Mrs. Sarah Hale.

In advocating the day of Washington's first choice, however, Mrs. Hale disregarded the fact that the first president had not followed his own precedent. After the first proclamation of a nation-wide Thanksgiving in 1789, Washington allowed a lapse of five years, ascribed by some to his dissatisfaction with the parades and boisterous feasting that accompanied the initial celebration. The next time he proclaimed a day of thanksgiving and prayer, in 1795, he set the date for February 19.

Two Presidents followed the example of Washington's five-year thanksgiving-less interval, and issued no proclamation for observance of the holiday. Andrew Jackson refrained for the sake of separation of church and state. Zachary Taylor left the matter up to the judgment of State governors. As a State holiday, in South Carolina a century ago, Thanksgiving Day fell on November 11.

Thursday and Sunday Thanksgivings in Eight Different Months

Before Abraham Lincoln tethered the Nation's roving Thanksgiving Day to the fourth Thursday in November, it had roamed through the calendar from January to December, skipping only four months. January 12 was the Thanksgiving Day designated in 1814 by President Madison as a time of public humiliation and fasting and prayer, in appreciation of the abundant fruits of the season and other blessings. February was the time George Washington had named in his second proclamation. April was singled out for Thanksgiving Day by President John Adams in 1799, by Madison in 1815, and by Lincoln in 1862. Adams, favoring early thankfulness, chose May 9 in 1798.

August also had its day in 1812, when President Madison recommended the third Thursday as a special time of public humiliation and prayer. Lincoln pro-

The war has had a far-reaching effect on the vast fishing industry in the North Sea which normally provides much of the world's fish supply. Herring, mackerel, whiting, haddock, and sole are among the catch taken each year to an estimated amount of more than a million tons.

In the economy of all the countries near the North Sea, fishing is of considerable importance. It is especially valuable in Norway, where 10 per cent of the national income is from fish exports, and in Great Britain with its many towns devoted to fishing and allied industries. Sending thousands of ships out to take advantage of the rich harvest provided by the North Sea are the English east coast towns of Grimsby, Hull, and Yarmouth. Aberdeen, in Scotland, is another. One indirect result of the war has been a reported higher cost of fish.

Note: For additional information and photographs of the North Sea, and the countries bordering it, see "Country Life in Norway," *National Geographic Magazine*, April, 1939; "Belgium—Europe in Miniature," April, 1938; "When the Herring Fleet Comes to Great Yarmouth," August, 1934; "Low Road, High Road, Around Dundee," April, 1934; "A New Country Awaits Discovery," September, 1933; "Between the Heather and the North Sea," February, 1933; "A Vacation in Holland," September, 1929; "Renascent Germany," December, 1928; "Sweden, Land of White Birch and White Coal," October, 1928; "Holland's War with the Sea," March, 1923; "The Orkneys and Shetlands," February, 1921; and "Removal of the North Sea Mine Barrage," February, 1920.

See also the North Sea section of The Society's Map of the Atlantic Ocean, issued as a supplement to the July, 1939, *National Geographic Magazine*. Unfolded copies are obtainable from The Society's Washington, D. C., headquarters at 50c (paper) and 75c (linen).

Bulletin No. 1, November 20, 1939.

Photograph courtesy U. S. Navy Department

SWEEPING UP THE DEBRIS OF WAR FROM NORTH SEA WAVES WAS A PERILOUS JOB

At the end of the World War, a cable swung between two U. S. Navy submarine-chasers was the device used to clear away the remnants of 70,000 mines still drifting in the North Sea, for the protection of peacetime shipping. The small sub-chasers engaged in mine-sweeping were able to navigate in rough weather and high seas that would have driven larger ships into port. Continuing their dangerous safety precautions through storms, they frequently had to wallow in the trough of waves that obscured all except the masts of the vessels. Mine fields similar to those which this sub-chaser cleaned up are again laid down in the North Sea.

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In U. S., Czecho-Slovakia Marches On

THE time came on October 28 to celebrate the twenty-first birthday of Czecho-Slovakia. On that date in 1918 the republic's government was established in Praha (Prague), the capital. But on that date in 1939 Praha was alternately riotous and restlessly silent, under the eyes of German police; and the national anthem, "Where Is My Home?", was most openly sung in the United States.

The country in which most Czecho-Slovakian flags were still flying was the United States, where the Legation in Washington, the Czecho-Slovak pavilion at the World's Fair in New York, and numerous consulates displayed the red, white, and blue ensign of Czech sovereignty. These citadels of independence survived when the United States refused to recognize Germany's protectorate.

Comic Strips and Cathedral, "New World" Symphony and "Rose Marie"

Rallying around the exiled diplomats for the anniversary were the United States citizens of Czecho-Slovakian origin. This colorful Czech element has appeared in the American mosaic from the start. Possibly the very first naturalized American was the Czech, Augustine Herrman, who received "denization" in 1664.

Before 1918, there were more Czechs in Chicago and Cleveland than in any homeland city except Praha. The 1930 census counted 1,382,000 Americans of Czecho-Slovak birth or parentage, and estimates of grandchildren raise the number to 1,750,000—easily one-tenth the population of their homeland. One-fifth of them live in the cities of Chicago, New York, and Cleveland. Chicago's Mayor Cermak, like a score of other mayors at that time, was a Czech; a plaque on his birthplace in Kladno bears his last words, "I'm glad it was me instead of you," spoken as he lay dying of wounds an assassin intended for President Roosevelt.

The Czecho-Slovakian strain in the United States racial symphony has contributed drama, music, humor, education, and hard work. Antonin Dvorak's famous symphony, "From the New World," and his "American Quartet" show today's concert-goers what music yesterday's grateful Czecho-Slovak immigrant could extract from Spillville, Iowa. Mutt and Jeff have packed chuckles into miles of comic strips from the brain of a Czech immigrant's artist son, Bud Fisher. A Czech architect raised the Gothic pinnacles of St. Patrick's Cathedral above New York's Fifth Avenue. Czech actors, actresses, and ballerinas have had their day on Broadway and in Hollywood. A Czech voice in 1935 received the award for the best diction used by United States radio announcers. Everyone who whistles a tune from "Rose Marie" pays tribute to the Czech composer, Rudolph Friml.

Chicago Is Czechs' American "Capital"

The bulk of these Czecho-Slovak contributions to New World culture came on two waves of 19th century immigration. As refugees from Austrian politics, the Czechs, or Bohemians, poured in from the western part of their country for the two decades following 1848. As sturdy farmers they "homesteaded" free land in America's expanding West, as described by Willa Cather in *My Antonia*. In 1852 the first Czechs settled in Chicago, now their American "capital." Near the end of the century came immigrants from Czecho-Slovakia's eastern half, the Slovaks escaping Hungarian rule. Finding most of the frontier farm land already taken, they settled chiefly in the industrial eastern States among mines and mills, to forge the steel sinews of America's mechanized strength. Their "capital" is Pittsburgh.

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claimed a preliminary August Thanksgiving in 1863, the year when he finally established the November tradition which has been generally observed ever since. September received a Thanksgiving Day, as Madison set aside the second Thursday of the month in 1813. President Johnson, coming to the White House after Lincoln's death, delayed Thanksgiving until the first Thursday of December, 1865.

Johnson's December Thanksgiving was not the only exception to the unofficial fourth-Thursday-in-November rule that President Lincoln fostered. General Grant, in the first year of his presidency, appointed November 18, but for the rest of his term he followed the Lincoln tradition.

Although eight months of the year have had a Thanksgiving Day, the day of the week has been Thursday in most cases. In his first Thanksgiving proclamation, however, issued on April 10, 1862, President Lincoln asked that the people of the United States return thanks for signal victories on land and sea, this observance to take place during their next weekly assemblages in their accustomed places of public worship.

Note: See "Fowls of Forest and Stream Tamed by Man," in the March, 1930, *National Geographic Magazine*. This article includes a series of 16 reproductions of paintings of fowls, including four pictures of turkeys, the national Thanksgiving bird.

Bulletin No. 2, November 20, 1939.

Photograph by Frederick Simpich

THE DIP NET IS THE FIRST "LADLE" USED ON MANY THANKSGIVING DINNERS

In the days of haphazard observance before national Thanksgivings were proclaimed, when every man could hunt his own turkey, wild turkeys formed the traditional partnership with the white man's thankful feast. With regular nation-wide demand for the big bird evolving in the latter half of the past century, turkey raising became an industry. The technique of catching, crating, and marketing turkeys has developed such convenient tricks as the dip net. This lengthens man's reach and enables him to scoop up a fleeing turkey and carry it safely to a coop.

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Seagoing Junk Recalls Long History of Chinese Craft

A STRANGE sea odyssey ended when the Chinese junk *Tai Ping* ran on a reef last month off the Pacific coast of Canada. In the era which has produced the biggest ocean liners of history, the *Tai Ping* crossed the Pacific under sail—a 36-foot vessel built on lines evolved before the dawn of western civilization. It had been manned by the captain, his wife, and a crew of two.

The old-fashioned junk, with its oblong sails, low square bow, and high decorated stern, continues to hold an important place in the economic life of old Cathay.

Behind it is a checkered career as trader, fisherman, pirate, and man-of-war; yet this vessel still hauls much of China's vast domestic trade along coastal lanes and inland waterways. Moreover, bobbing up and down in the harbors of big cities, it offers the only home that millions of Chinese have ever known.

Carried Early Compass

The Chinese junk, though sometimes described as top-heavy, slow, and lumbering, is, neverthelesss, both adaptable and efficient in the hands of an expert sailor. Varying types have been evolved through twenty centuries of use to meet current conditions and shipping needs of individual ports. Flat bottoms minimize injury when vessels go aground in the numerous shallows and sand bars that menace traffic in Chinese rivers. Sails of cotton cloth or matting are so cut and balanced as to be quickly adjusted in frequent squalls encountered along the coast.

Certain improvements in shipcraft finally adopted in Europe originated long ago with this vessel. Trading between Canton and the Persian Gulf in the third century, Chinese junks carried the early, if not the very first, crude compasses of magnetic iron needles. They also first used the balanced rudder.

Riding in junks in his travels a thousand years later, Marco Polo found them larger and more seaworthy than Venetian ships of the time. He was especially impressed with the junk's airtight compartments, which, preventing a leak in one section of a craft from swamping the entire vessel, made it practically unsinkable.

"Red-Headed" and "Crooked" Junks

On the intricate network of canals, creeks, and rivers that are a substitute in China for motor roads and railways, junks carry much of the nation's enormous water-borne commerce. In all sizes, shapes, and colors, they ply the three great river systems that cross the land from west to east, the Yangtze, the Yellow River, and the Sikiang, or West River.

In size they may range from a tiny, single-sail craft to a five-masted trader carrying up to 400 tons of freight. Hardly recognizable as a junk at all is one type of Chinese native ship which more nearly resembles a floating packing case. Another type is the "Crooked Stern Boat," found only on the Wu River where small rapids make navigation difficult. Built high on one side, this junk appears to have been twisted out of shape. The theory is that it is given a crooked shape so that it can sidle safely past protruding rocks in the river.

Quaint, grotesque designs and brilliant colors mark the decoration of many junks, particularly those built in south China (illustration, inside cover). Especially distinctive is one type of large trading junk colored bright red and called by the Chinese the "Red-Headed Junk."

Life aboard a Chinese river junk is frequently backbreaking and perilous.

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The States with the highest Czecho-Slovak population are, in order, Pennsylvania, Illinois, Ohio, New York, Wisconsin, Nebraska, and Texas. Czech-Americans have constituted one-fourth of the population of Cedar Rapids, Iowa; one-seventh of Cleveland, Ohio; one-eighth of Gary, Indiana, and of Omaha, Nebraska. The Czechs fought on both sides of the Civil War, in Illinois and Wisconsin regiments for the North, in Texas and Louisiana troops for the Confederacy.

Earlier settlers played colorful rôles in the drama of unfolding America. The pioneer immigrant, Augustine Herrman, reached New Amsterdam in 1633. Sent to arbitrate a boundary dispute between the Dutch colony and Maryland, he mapped Maryland and Virginia with passable accuracy for the first time. Lord Baltimore rewarded him with a 20,000-acre estate on Maryland's Eastern Shore peninsula, where he cut the first roads through "New Bohemia" and gave his homeland's name to Bohemia River. He has been credited with introducing tobacco culture into northern Virginia.

The "merchant prince" Philipse, whose manor home is now a museum in Yonkers, came from Bohemia. A descendant of his was the pretty Mary described in Cooper's *The Spy*, who rejected George Washington to marry Captain Morris.

After a 17th century edict banned all non-Catholics from western Czecho-Slovakian lands, Protestants migrated or perished in numbers that reduced the population by three-fourths. Among the religious refugees were the Moravian Brothers, who reached America by way of Germany and settled in Georgia, North Carolina, and Pennsylvania. In Penn's colony they founded Bethlehem in 1741.

Note: See "Czechoslovaks, Yankees of Europe," *National Geographic Magazine*, August, 1938; "When Czechoslovakia Puts a Falcon Feather in Its Cap," January, 1933; and "Hospitality of the Czechs," June, 1927.

See also in the GEOGRAPHIC NEWS BULLETINS: "Three Thumb-nail Portraits of the Late Czecho-Slovak States," April 3, 1939; "Slovakia: Eastern Half of Czechoslovakia's Realm and Name," October 31, 1938; "What Czechs Lose, Germans Gain in 'Sudetenland'," October 24, 1938; "Czechoslovakia Is a Land of Many Minorities," October 10, 1938; "Sudetens, Bone of Contention Between Czechoslovakia and Germany," October 3, 1938; and "Czechoslovakia; Ancient Bohemia Plus," December 6, 1937.

Bulletin No. 3, November 20, 1939.

Photograph by Jacob Gayer

CZECH PIONEERS CARRIED CIVILIZATION OVER THE THRESHOLD OF THE WEST

The first school and the first church west of the Ohio River were probably those of Schoenbrunn, the small outpost of civilization planted in 1772 near what is now New Philadelphia, Ohio. The wilderness town of roughhewn log cabins was built by Moravian settlers under David Zeisberger, missionaries from Bethlehem, Pennsylvania.

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The Dobruja: A Magnet for Black Sea Diplomacy

DIPLOMATS from Romania and the Soviet Union converged on Sofia, the capital of Bulgaria, early this month, and the subject that recurred in their conversation was "the Dobruja." This region, since the World War, has been the southeastern province of Romania. Bulgaria has claimed it on the basis of prior ownership.

The Dobruja, a long rectangular plateau between the lower reaches of the Danube and the Black Sea, is a much-bartered territory. Up to 1878 it had been successively in possession of the Eastern Roman Empire, Bulgarians, Magyars, Tatars, Wallachians, and Turks. In 1878 the northern part of the region was ceded to Romania. In 1913, at the end of the second Balkan War, Romania acquired the southern part also. This section was seized by Germany and her associates in 1918, and returned to Bulgaria. But by World War peace terms the entire region once more became Romanian in 1919.

One Person Out of Three Is Bulgarian

The Dobruja is larger than Massachusetts. It has a land border with Bulgaria on the south and water boundaries on the other three sides, the Black Sea and the Danube River. Of its 900,000 population, about one-third are Bulgars.

Fishing in sea and river is one of the most lucrative occupations in the Dobruja. It is exceedingly dry and hot in summer. For the most part the region is a treeless, grassy land used for sheep grazing. The southern part, however, is largely grain country.

Important to Romania is the Dobrujan city of Constanta, for it is the country's only port on the open sea. It has more than two miles of docks, and large vessels can approach directly to the quays. This port has been developed by the Romanian Government at heavy expense. The country's most important railroads connect Constanta with Bucharest, an overnight ride, and also with Bulgarian points. The port has the biggest and best equipped grain elevators in Romania; but it is chiefly concerned with the shipment of a commodity that all European powers are deeply interested in these days: petroleum, brought to Constanta across the Dobruja mostly by pipe lines.

Settlements of Tatars, Turks, Lippovans Illustrate History

Constanta is an ancient city, whose history includes the days of exile of the poet Ovid. It stands midway on the Black Sea coastline of the Dobruja. To the south, almost on the Romanian-Bulgarian border, stands the smaller and newer town of Balcic, which, like Constanta, owes its Riviera pleasure resort atmosphere to the shelter of the Dobrujan plateau's cliffs behind it and the invigorating breezes from the Black Sea stretching far to the southeast. Fashionable villas along Balcic's hillsides have the bright tile roofs of Mediterranean architecture, with the Turkish addition of slim minarets complete with muezzin's balcony. One of the homes in this resort town was a seaside palace of the late Queen Marie of Romania.

An ancient river bed gives mute evidence that once the Danube cut the Dobruja in two, to reach the Black Sea at the coastal indentation where Constanta rises. Since then, however, the "Old Man River" of Europe has taken a northward turn and has worked its winding way around the elevated block of Dobrujan plateau. At the northern end of the Dobruja the Danube has built a spacious delta of lagoons and marshes, willow-shaded and inhabited by storks, herons, and pelicans.

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In the difficult passes of the upper Yangtze, for example, the work of "trackers" regularly hired to coax the ship through deadly eddies and rapids is a constant gamble against death or disability. Called the "Volga Boatmen of the East," these trackers painfully toil with towropes, oars, hooks, iron-shod poles—any means possible to inch the vessel along through the narrow, rock-infested gorges. Attached to long plaited-bamboo towropes, men struggle barefoot along steep, jagged shores, exposed in summer to scorching heat, in winter to icy waters in which they must plunge from time to time when ropes catch on rocks or the ship strikes a snag.

Note: Additional views of junks will be found in "Among the Big Knot Lois of Hainan," *National Geographic Magazine*, September, 1938; "Hong Kong—Britain's Far-Flung Outpost in China" (photographic insert), March, 1938; "Ships, from Dugouts to Dreadnoughts," January, 1938; "Landscaped Kwangsi, China's Province of Pictorial Art," December, 1937; "Changing Shanghai," October, 1937; "Coastal Cities of China," November, 1934; "Capital and Country of Old Cathay" (duotone insert), June, 1933; "Life and Color under the Rising Sun" (color insert), June, 1933; "Cosmopolitan Shanghai, Key Seaport of China," September, 1932; "Byroads and Backwoods of Manchuria," January, 1932; "The World's Greatest Overland Explorer" (Marco Polo), November, 1928; "Ho for the Soochow Ho," "Life Afloat in China," and "Among the People of Cathay," June, 1927.

An etching of a Chinese junk, "Ageless Merchantman of the Far East," is reproduced in the series of 16 etchings by Norman Wilkinson which accompanies the article, "Ships from Dugouts to Dreadnoughts," in the January, 1938, *National Geographic Magazine*. The etchings are lithographed on a special cream art paper, 8 by 11 inches. A limited edition of this series has been printed separately on larger sheets, 11 by 14 inches, suitable for framing. They can be obtained at $2.00 for the set of 16 etchings from The Society's Washington, D. C., headquarters.

Bulletin No. 4, November 20, 1939.

Photograph courtesy South Manchuria Railway

"AS IDLE AS A PAINTED SHIP UPON A PAINTED OCEAN"

Junks becalmed with sails spread are as motionless—and as picturesque—as the ghostly ship of "The Rime of the Ancient Mariner." These junks in the Manchukuoan port of Dairen have sails of cloth reinforced with bamboo stays, square at the top to offer a maximum surface to breezes. Some junks have triangular sails, shaped like butterfly wings. One meets Chinese junks sailing smoothly in open waters or struggling through narrow, rocky gorges where treacherous whirlpools and rapids swirl.

Many of the people of the northern Dobruja have drifted down to the Danube's mouth to augment the cluster of fishing villages.

The lore of the region includes a chapter on the warlike Scythian kings. One of the first Romanians to rule the coastal plateau, known to history as Dobrotitch, left an imprint which has survived through the centuries in the first syllables of the name, Dobruja.

Among the peoples who have settled in this coastal region are numerous Turks, who remained even after the Dobruja was cut away from the old Turkish empire (illustration, below). Another strange tribal remnant is the scattering of Lippovans, whose religious and other customs show that they left Russia five centuries ago. Whole villages in the Dobruja are populated by the Tatars, retaining their identity from the days of their early invasion of eastern Europe.

Note: See also "An American Girl Cycles Across Romania," *National Geographic Magazine*, November, 1938; "The Spell of Romania," April, 1934; and "Romania and Her Ambitions," October, 1913.

The much-disputed Dobruja section of Romania may be located on The Society's Map of Central Europe and the Mediterranean, issued as a supplement to the September, 1939, *Geographic*. Unfolded copies are available at The Society's Washington, D. C., headquarters at 50c (paper) and 75c (linen).

Bulletin No. 5, November 20, 1939.

Photograph by Georg Gr. Paskoff

FRAGMENTS OF A SHATTERED EMPIRE LIE PEACEFULLY IN THE DOBRUJA

Their ancestors were once lords of the area, but now communities of Turks form one more of Romania's numerous minorities. Many Turks have been transplanted to Turkey from the Dobruja, but those who remain are free to preserve their distinctive costumes, customs, and religion. Romania has more than a quarter of a million Moslems. These Turks, with typical patriarchal beards, turbans, and sashes, picnic Moslem-style on the ground, although some occupy chairs. Shoes, also Moslem-style, stand discarded at the edge of the rug. A bread vender stands by, hoping to supplement the delicacy being warmed over the braziers (right).

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